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WEATHERFORD, W. D. *Negro Life in the South*. Pp. 181; *Present Forces in Negro Progress*. Pp. 191. Price, 50 cents each. New York: Association Press, 1912.

These two hand-books were published by the author in response to a demand for definite, concrete and usable information concerning the Negro in the South, for use in Y. M. C. A. classes studying social problems. The author has gathered with considerable care statistical and other information concerning the Negro's progress and general conditions throughout the South. As the titles indicate, the first is a study of the economic, social and religious conditions of the Negroes, and contains not only the description, but the explanation and interpretation of such conditions with suggested remedies for their improvement.

The second volume is a description of the changes taking place in population, the development of race pride and leadership, together with the story of the Negro's progress in farming and in industry, and the general development of educational and religious life. It would be difficult to find an equal amount of information without the survey of an extended literature.

The books are not only well adapted to their purpose but supply admirably the demand for facts and general information.

WEBB, WALTER L. *The Economics of Railroad Construction*. (2d Ed.) Pp. viii, 347. Price, \$2.50. New York: John Wiley and Sons, 1912.

Because of changes made by the Interstate Commerce Commission in the classification of operating expenses since the publication of the first edition of his work, Professor Webb has found it advisable to offer a second edition, in which his computations will conform to the new classification. With the revision necessitated by the changes in accounting, the use of statistics collected since the former edition appeared, and numerous other modifications introduced for the purpose of making comparisons or explaining the significance of late changes in recent railroad conditions in the United States, the author has given us practically an entirely new work. The plan of the book is the same as that used in the first edition. From a skillful presentation of the financial and legal, the operating, and the physical aspects of the problem of railway building and operation, certain conclusions are derived which form the basis of general principles for the guidance of constructing and operating engineers.

REVIEWS

BEARD, CHARLES A. *An Economic Interpretation of the Constitution of the United States*. Pp. vii, 330. Price, \$2.25. New York: Macmillan Company, 1913.

The author modestly calls this work "a long and arid survey—partaking of the nature of a catalogue." Far from being arid, it is replete with human interest and compact with information of importance to every student of American history or of political science.

Professor Beard discusses, through the medium of the great mass of original data in the treasury department at Washington, the economic interests of the framers of the Constitution; the economic and industrial movements back of the Constitution; the property safeguards in the election of delegates; the economic interests and the political doctrines of the members of the convention; the economics of the ratification and vote on the Constitution; the economic conflict over the ratification, as viewed by contemporaries. It is impossible here to make a critical analysis of the data submitted. It must suffice to say that, while admittedly fragmentary, it is yet as complete as could be expected in a single volume.

Some of the most important conclusions reached are: "The movement for the Constitution of the United States was originated and carried through principally by four groups of personal interests which had been adversely affected under the Articles of Confederation: money, public securities, manufactures, and trade and shipping. The steps toward the formation of the Constitution were taken by a small and active group of men immediately interested through their personal possessions in the outcome of their labors." The propertyless masses were excluded at the outset from participation in the work of framing the Constitution, and the members of the convention were, "with a few exceptions, immediately, directly, and personally interested in, and derived economic advantages from, the establishment of the new system."

"The Constitution was essentially an economic document based upon the concept that the fundamental private rights of property are anterior to government and morally beyond the reach of popular majorities."

"In the ratification of the Constitution, about three-fourths of the adult males failed to vote on the question, having abstained from the elections at which delegates to the state conventions were chosen, either on account of their indifference or their disfranchisement by property qualifications."

"The Constitution was ratified by a vote of probably not more than one-sixth of the adult males."

CLYDE L. KING.

University of Pennsylvania.

HUBBARD, ARTHUR J. *The Fate of the Empires* Pp. xx, 220. Price \$2.10. New York: Longmans, Green and Company, 1913.

The author, in this volume, has in Part I attempted a rational analysis of the factors of progressive organic existence from the simplest life of the Protozoal organism to the ultimate achievements possible to man in society.

Four stages are analyzed. Beginning with reflex action, the power of involuntary response to external stimulus which facilitates individual survival, he passes speedily to the second stage, that of reflex action plus instinct. Instinct is defined as inherited inborn impulses, which are essential to racial survival. "Instinct is purely an appurtenance of race, acts in the interests of race, is inherited by every generation, and again transmitted, securing the subordination of the individual to the race. This gives rise to struggle, Malthusianism, natural selection. The third stage of that of reflex action plus instinct, plus